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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR Volker Stephan	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/773,182	02/09/2004		2560-0423	
7590 12/20/2004			EXAMINER	
Timothy J. Klima Harbin King & Klima			SWIATEK, ROBERT P	
500 Ninth Stree		ART UNIT	PAPER NUMBER	
Washington,, 1	DC 20003	3643		

DATE MAILED: 12/20/2004

Please find below and/or attached an Office communication concerning this application or proceeding.

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_		A	pplication No.	Applicant(s)				
		1	0/773,182	STEPHAN, VOLKER				
(Office Action Summary	E	xaminer	Art Unit	·			
			obert P. Swiatek	3643				
The Period for Re	e MAILING DATE of this commun	ication appear	rs on the cover sheet wi	th the correspondence addre	ss			
THE MAII - Extensions after SIX (6 - If the perio - If NO perio - Failure to r Any reply r	ENED STATUTORY PERIOD F LING DATE OF THIS COMMUNI of time may be available under the provisions b) MONTHS from the mailing date of this comm d for reply specified above, the maximum st eply within the set or extended period for reply eccived by the Office later than three months a ent term adjustment. See 37 CFR 1.704(b).	ICATION. of 37 CFR 1.136(a nunication. 0) days, a reply with atutory period will a will, by statute, cau). In no event, however, may a re nin the statutory minimum of thirty pply and will expire SIX (6) MON' se the application to become AB	eply be timely filed y (30) days will be considered timely. THS from the mailing date of this commu	unication.			
Status	•							
1)⊠ Res	sponsive to communication(s) file	ed on 09 Febr	uany 2004					
			tion is non-final.					
<u>'</u>		•		ers prosecution as to the me	arite ie			
	Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under <i>Ex parte Quayle</i> , 1935 C.D. 11, 453 O.G. 213.							
Disposition of	of Claims							
4a) 5)□ Cla 6)⊠ Cla 7)□ Cla	im(s) <u>27-37</u> is/are pending in the Of the above claim(s) is/a im(s) is/are allowed. im(s) <u>27-37</u> is/are rejected. im(s) is/are objected to. im(s) are subject to restrictions.	re withdrawn						
Application F	Papers			•				
9)⊠ The	specification is objected to by the	e Examiner.	**					
10) <u></u> The	D)☐ The drawing(s) filed on is/are: a)☐ accepted or b)☐ objected to by the Examiner.							
	licant may not request that any object		· · · · · · · · · · · · · · · · · · ·	•				
	lacement drawing sheet(s) including				.121(d).			
11) The	oath or declaration is objected to	by the Exam	iner. Note the attached	Office Action or form PTO-1	152.			
Priority unde	r 35 U.S.C. § 119							
a)⊠ Al 1.⊑ 2.⊠ 3.⊑	nowledgment is made of a claim b) Some * c) None of: Certified copies of the priority Certified copies of the priority Copies of the certified copies of application from the Internation the attached detailed Office action	documents hadocuments hadocuments had of the priority nal Bureau (F	ave been received. ave been received in Apdocuments have been PCT Rule 17.2(a)).	oplication No. <u>10/012,376</u> . received in this National Sta	ge			
		,						
Attachment(s)								
	deferences Cited (PTO-892)		4) Interview S	ummary (PTO-413)				
2) 🔲 Notice of D	raftsperson's Patent Drawing Review (P		Paper No(s)/Mail Date				
3) Information Paper No(s	n Disclosure Statement(s) (PTO-1449 or s)/Mail Date	PTO/SB/08)	5) Notice of In	formal Patent Application (PTO-152 	2)			

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DETAILED ACTION

The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless -

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

Claims 27-30, 32, 33, 35, 36 are rejected under 35 U.S.C. 102(b) as being anticipated by Gregoire et al. (US 3,514,055). The patent to Gregoire et al. describes a method of increasing engine output of a jet aircraft when one engine fails. Column 1, lines 45-50, 56-61, notes that various auxiliary systems—such as air conditioning—of an aircraft are driven by tapping into the compressor stages of the jet engines. When this load, including bleed air, suddenly is removed from an engine (as during shutdown of an adjacent engine), the remaining engine experiences a surge in power output. It is inherent from the Gregoire et al. specification, that shutdown of an aircraft engine followed by concurrent power increase in a remaining engine would alter the trim of the aircraft, requiring movement of the rudder to change the yaw.

Claims 27, 28, 31, 32, 34, 37 are rejected under 35 U.S.C. 102(b) as being anticipated by Eickmann (US 4,009,849). The Eickmann fluid-stream driven aircraft employs two motors 6, 7 interconnected by a system of fluid lines 4, 5, 13, 14 (see Figure 1 of Eickmann). Reducing or increasing the fluid flow to one motor would alter accordingly the shaft speed of the other motor so that the rotary velocities of the propellers 8, 9—and thus their resulting thrusts—could be changed relative to one another (see column 3, lines 1-6, of Eickmann). Changing the rotary

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velocities of the propellers, one with respect to the other, and hence the thrust distribution would of necessity require trimming the rudder of the aircraft.

The abstract of the disclosure is objected to because it should be entitled –Abstract of the Disclosure– and in line 1, "This invention relates to the" should be changed to –The–. Correction is required. See MPEP § 608.01(b).

The disclosure is objected to because of the following informalities: On page 2 of the specification, the status of Application No. 10/012,376 should be updated.

Appropriate correction is required.

The patents to Coffinberry (US 5,137,230), Artinian et al. (US 5,939,800), and Murry et al. (US 6,127,758) have been cited to provide additional examples of aircraft engine systems.

RPS: @703/308-2700 7 December 2004

ROBERT P. SWIATEK
PRIMARY EXAMINER
ART UNIT 383 3643